Mr. I. C. Chacko: This amount was Rs. 2,150.

Mr. Kochikal P. Balakrishnan Tampi: Does not the Chief Engineer think that in the aggregate, the Department could collect a larger sum if individual tolls are let out ?

Mr. I. C. Chacko: Past experience is quite to the contrary.

President: What has happened in the past is that for two years I tried to follow that system. For two years, I had directed the Public Works Department to accept the highest tender and pursue it on that basis. What happened subsequently was that after two months the scheme had broken down. They either did not pay the money or were not able to keep the toll in proper condition and the result was that it had to be re-tendered. It was only after the experience of two years that we have arrived at this system?

VOTING OF DEMANDS FOR GRANTS.

DEMAND VII—PUBLIC WORKS DEPARTMENT.

Mr. P. N. Nilakanta Pillai (*Quilon* cum *Kunnattur*): The non-opening of this road is a great impediment for the agriculturists and especially in these days when there are no proper amenities for transport. The agriculturists have to carry manure on head-loads for eight or ten miles, because there is no road for them. Even last time, I pressed this matter with the honourable member; but since then, no provision has yet been made. I am constrained to observe that no heed was paid to this matter, and I request that the second section of the road may be opened at least next year.

Regarding the work in progress mentioned in Branch D, item 153, provision is made for the improvement of a road from Big Bridge, Quilon, leading to Thamarakulam and for the protection of the canal bank. For the year 1119, Rs. 5,000 is included, but from the Administration Report for 1117, I come to understand that the honourable member, the Chief Engineer, had undertaken to spend Rs. 15,000 per year in a five-year programme. Out of an amount of Rs. 75,000, the Chief Engineer wanted to provide Rs. 15,000 per annum and to finish the work within five years. This is the Report :—"The work is being carried on a five-year programme at Rs. 15,000 per annum. The programme for the year could not be completed during the year." But, unfortunately, I am sorry to say that the Chief Engineer has retracted from his undertaking and included only Rs. 5,000 for the next year. If such a low amount is included, I fear whether it will not take fifteen years for the completion of a most important work, especially, a road lying in the midst of the Quilon town. Last month,

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[Mr. P. N. Nilakanta Pillai.]

a cart capsized and fell into the canal a hundred feet below, with rice fully loaded. Moreover, there is a salt bank stall ,Sir, situated adjacent to this canal. I do not think the Government can avoid taking salt from that salt bank except through this most important road. I, therefore, bring the matter to the notice of the Government that a better provision is made, and the work is finished with regard to the Thamarakulam road. I think more casualties and more havocs may be caused to the people who pass along that road, and to those who drive their carts along that road, if the road is left uncared for at its present condition.

With regard to irrigation, I am sorry to state that no provision is made for the Quilon Division and for the matter of productive irrigation. In the matter of productive irrigation, nothing has yet been done in the Quilon taluk even. Therefore, in the matter of irrigation, the Quilon Division is not taken seriously into consideration. I bring this matter to the notice of the Chief Engineer that hereafter better prominence may be given in the matter of irrigation so far as Quilon Division is concerned.

Mr. N. Bootalingam Pillai: (*Tovala* cum *Agastisvaram*) இந்த டிமான்டை நான் பெலமாய் ஆதரிக்கிறேன்.

இந்த ஆகாரம் முதலிய பொருள்களின் நெருக்கடியான இந்தக் காலத்தில் இருஷிக்காறரை ஆதரிக்கத்தான் வேண்டும். மழை கூடுதல் இருக்குமானால் நாஞ்சி நாடு பூராவும் ஈரல் வீளையும். அப்படி இல்லாமல் மழை குறைந்து பேச்சிப் பாறை அணையில் தாராளம் தண்ணீர் நின்றால்—அதாவது 42 அடி வெள்ளம் நின்றால்—இந்த வெள்ளத்தினால் கோதையாறு. பிறஜெக்ட்பூராவும் வீளையும். உத்தேசம் 12 ஆயிரம் ஏக்கர் வரை, வெள்ளக்குறைவினால் வீளைச்சல் குறைந்து அதிகம் பட்டுப் போய் விடும். அதனால் அணைக்கு நேரிலுள்ள இடங்களிலும், அணை போட்டு வெள்ளத்தை தேக்கிவைத்து இந்த பெரிய அணையை திறந்துவிட்டு பேச்சிப்பாறை அணையில் சேர்த்து வைத்துக்கொள்ள வேண்டும். அப்படி இல்லாமல் புத்தன் டாம் போன்ற அணைகளைக் கட்டி வெள்ளத்தைத் தேக்கலாம். மழைச் சமையங்களில் புத்தன் டாமிலுள்ள வெள்ளமெல்லாம் சானலில் பாயும் மழை பெய்த இரண்டுநாள்களுக்குள் தண்ணீர் எல்லாம் சானலில் போய்விடும். ஆங்காங்கு சானல் பக்கத்தில் உள்ள குளங்களைப் பழுது பார்த்து, திடில் ஏறிக்கடக்குமானால் மண்ணை மாற்றிக் கொடுத்தால் ஒரு மாதமாவது வெள்ளம் நிற்கக் கூடிய ரீதியில் செய்து கொடுத்தால் கலமாய் இருக்கும்.

சில குளங்களுக்கு கூட தண்ணீர் பாய்முடியாத நிலையில் உள்ள குளங்களும் உண்டு.

கோதையாறு பிறஜெக்டில் உள்ளடாத சில குளங்களையும் பழுது பார்த்துக் கொடுத்தால் அவைகளைச் சுற்றியுள்ள நிலங்கள் பூராவும் வீளையும் என்று நம்புகிறேன்.

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உதாரணமாக தோவாளை தாலுக்காவிலுள்ள பூதா குளங்களிலும் தண்ணீரில்லாமல், அங்குள்ள நிலங்களும் எத்தனைபோ தடவை தண்ணீர் கஷ்டத்தால் வீணாயிருக்கிறது என்பதைத் தோவாளை தகசில்தாரைக் கேட்டால் தெரியும்.

தோவாளைச் சானலில் கூடுதல் எவ்வளவு தண்ணீர் விட்டாலும், மருந்துவாழ்மலைப் பிரஞ்சிலும், கிலப்பாறை பிரஞ்சிலும் ½ அடி தண்ணீர் கூட பாய்வது கஷ்டந்தான். அதனால் இந்த சாலைப் போக்கில் கூடுதல் குளங்களை உற்பத்தி செய்து, வெள்ளத்தைத் தேக்கி, அந்தத் தண்ணீர் சானலில் பாய்க்கூடிய செள்கரியமும் செய்தால், இந்த பக்கத்திலுள்ள சானல்களுக்குத் தண்ணீர் கஷ்டம் இராது. இதுபோல் இரட்டைக்கரைச் சாலை, அனந்தன்கால், பத்தனபுரம் புத்தனறை போன்றவைகளுக்கும் கஷ்டம் இராது. ஆகினால் முன் சொன்னவைகளை நிறைவேற்றித்தரக் கேட்டுக் கொள்ளுகிறேன்.

President: Mr. Chacko, do you follow all this?

Mr. I. C. Chacko: Yes, Sir.

President: Very well.

Mrs. Abernam Gnanasikhamony: Sir, I support this demand, and also support all that was said by the honourable member Mr. Bhoothalingam Pillai regarding the tanks and roads of Nanjanad. I need not waste time in repeating all those things said by him, and I feel that all his demands are very necessary in Nanjanad. In addition, I have to say a few words regarding the Pechipara channel. There were strong rumours in Nanjanad that the recent repairs to the breach in the channel would not stand long. But I am glad to say it has proved to be very strong as it now stands there so well. The people of Nanjanad are very grateful to the Government for the Pechipara channel, and at the same time they are very anxious about the lake and the channel. I therefore earnestly request that the authorities concerned will be in personal touch with the present condition of each and every part of the channels and the dam.

Another thing that I want to speak of is about the tuberculosis hospital at Asaripallam. The rushing of people to this hospital shows that there has been a dire necessity for such an institute in Travancore. But one thing; the people who come there try to occupy the houses in Nagercoil and thus infect the Nagercoil locality. If they do it owing to the lack of sufficient accommodation in that hospital it is highly necessary that steps should be taken to see that the Nagercoil area does not get infected. There is great worry and anxiety regarding this in Nagercoil, especially in the Palace Road. It is in that place that these people like to live in. So, I earnestly request the Government to get some remedy for it.

Regarding the coastal road from Trivandrum to the Cape, it appears that the preliminary steps have come to a stand-still, as it were, after having come as far as Puthalam.

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[Mrs. Abernam Gnanasikhamony.]

This road is highly necessary in view of the proposal by Government to develop coastal transport. I trust the work will be carried on with greater vigour and speed. We are glad to learn from the Dewan-President's statement that steps are being taken to explore the possibilities of Leepuram harbour. There was a proposal of the kind some 36 years ago and it was said that Messrs. Parry & Co., was taking up the work. But nothing has been done so far. But this time we have every reason to believe that this will become an accomplished fact. The starting of the Travancore University is a proof to that. The history of the Travancore University, I believe, is known almost to all of us here. That same powerful and resourceful statesman is the Administrative head and I do believe that Leepuram will become a harbour in the near future, and bring with it all the advantages of a trading centre. With the hope and prayer for the accomplishment of all the projects in the Dewan's speech for the good of the country, I support this Demand.

Mr. Kallur Narayana Pillai (*Mavelikara and Tiruvalla Pattanamthitta*) സർ, ഞാൻ ഈ ഡിമാൻറിനെ അനുകൂലിക്കുന്നു. ഈ സന്ദർഭത്തിൽ ഒന്നുരണ്ടു വാക്കുകൾ പറയുവാൻ ഞാൻ ആഗ്രഹിക്കുന്നു. ചെങ്ങന്നൂരിൽനിന്നും ആറു മൈൽ കിഴക്കായി സ്ഥിതിചെയ്യുന്ന ആറൻമുള ക്ഷേത്രത്തിനു സമീപമുള്ള കോവിൽതോട്ട് തീരെ ഗതാഗതം ഇല്ലാതെ ഇപ്പോഴും കിടക്കുകയാണ്. അവിടെ ക്രിയാമ്പു ചെങ്ങന്നൂർ കോന്നി മോട്ടാർ സർവീസ് നടക്കുന്നതുണ്ട്. അവിടെ ഒരു പാലം മുമ്പ് ഉണ്ടായിരുന്നു. എന്നാൽ ഇപ്പോൾ ആ പാലം തലകുത്തി കിടക്കുകയാണ്. ടി ചാൻജി അവർകൾതന്നെ ആറൻമുള ക്ഷേത്രത്തിൽ ദർശനത്തിനായി വന്ന അവസരത്തിൽ കോവിൽ തോട്ടിൽ പാലം ഇല്ലാത്തതുകൊണ്ട് ആ വഴിയെ വരാൻ സൗകര്യപ്പെടുകയുണ്ടായില്ല എന്നുള്ള വിവരവും ഈ അവസരത്തിൽ ഓർക്കേണ്ടതാണ്. ഇതിനിടെ അനേകായിരം രൂപ ചെലവാക്കി ആ പാലത്തിന്റെ കുറെഭാഗം സിമൻറിട്ടു. ബാക്കി കുറെഭാഗം ഞാൻ മുമ്പു പറഞ്ഞതുപോലെ തലകുത്തിക്കിടക്കുകയാണ്. അതിൽക്കൂടി ഗതാഗതം ചെയ്യുന്നതിനു ഒട്ടും സൗകര്യമില്ലാതെയാണിരിക്കുന്നതു.

Mr. I. C. Chacko: അങ്ങനെ തലകുത്തിക്കിടക്കുന്നതു പാലമാണോ? അതു പാലമല്ല. മുമ്പു കെട്ടിയിരുന്ന ടെമ്പററി പാലമാണു. അവിടെപ്പാക്കം ഉണ്ടായപ്പോൾ മറിഞ്ഞു അങ്ങനെ കിടക്കുന്നതു.

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Mr. Kallur Narayana Pillai: ഏതായാലും ആ പാലംകൊണ്ട് ഇപ്പോൾ ഉപയോഗമില്ലാതാണിരിക്കുന്നത്. ഒരു ഭാഗംപൊങ്ങിയും മറ്റൊരു ഭാഗം തലകുത്തിയും കിടന്നാൽ എങ്ങിനെ അതിൽക്കൂടി യാത്ര ചെയ്യാൻ സാധിക്കും ?

മറ്റൊന്ന് ചെങ്ങന്നൂരിൽ, എം. സി. റോഡ് 6 $\frac{1}{2}$ മൈൽക്കുറ്റിക്കുസമീപം നിന്ന് അരഫർലാങ്ങ് ദൂരം വടക്കോട്ടുചെല്ലുമ്പോൾ ചെങ്ങന്നൂർ ക്ഷേത്രത്തിലേക്ക് പോകുന്ന ഒരു റോഡുണ്ട്. ആ റോഡിന് ഇപ്പോൾ തന്നെ 20 അടിയോളം വീതിയുണ്ട്. ആ റോഡ് ചെങ്ങന്നൂർ ക്ഷേത്രത്തിലേക്കു പോകുവാൻ സൗകര്യമുള്ള ഒരു റോഡാണ്. അതിനെ ഡിപ്പാർട്ടുമെൻറിൽനിന്നും ഏറ്റെടുത്തു വേണ്ടവിധം ഒരു നല്ല റോഡാക്കണമെന്ന് ഞാൻ നിർദ്ദേശിക്കുന്നു.

ചെങ്ങന്നൂർ ചന്തയുടെ തൊട്ടു പടിഞ്ഞാറുവശം ഒരു റോഡുണ്ട്. മഴക്കാലങ്ങളിൽ അവിടെ സാധാരണയായി വെള്ളപ്പൊക്കം ഉണ്ടാകും. ആ സന്ദർഭങ്ങളിൽ ഈ റോഡ് മിക്കവാറും, വിശേഷിച്ചും ഇപ്പോഴത്തെ ഡിസ്പെൻസറി കിടക്കുന്നതിന്റെ മുൻവശം മുഴുവനും വെള്ളത്തിനടിയിൽ ആണ് കിടക്കുന്നത്. അതിൽനിന്നു വടക്കോട്ട് ഒരു തോടുണ്ട്. ഈ റോഡിലെ വെള്ളം ആ തോട്ടിലാണ് വിടാൻ സൗകര്യമുള്ളത്. ഈ തോട് വിസ്തീർണ്ണം ഉണ്ടാക്കിയാൽ വെള്ളപ്പൊക്കം ഉണ്ടാക്കാതെ കഴിക്കാവുന്നതാണ്. ഈ തോട് മറ്റു പല ചെറിയ തോടുകളുമായി ചേർന്ന് പാടത്തിലേക്കു പോകുന്നു. ഈ തോടിന്റെ വിസ്താരം കൂട്ടുകയും വെള്ളം പോകത്തക്കനിലയിൽ സൗകര്യപ്പെടുത്തുകയും ചെയ്യുന്നപക്ഷം മുൻപറഞ്ഞ റോഡിന്റെ ഗതാഗതം സുഖകരമായിത്തീരുന്നതാണ്. ഇതിലേക്ക് ആവശ്യമുള്ള സ്ഥലം പൊന്നുംവില കൊടുക്കാതെ തന്നെ വിട്ടുതരുവാൻ ആളുകൾ തയ്യാറാണ്. കുറെ സ്ഥലം എന്റെ കൈവശത്തിൽതന്നെയുണ്ട്. ഞാൻ പൊന്നുംവിലയില്ലാതെ ആവശ്യമുള്ള സ്ഥലം തരുന്നതിനു തയ്യാറാണ്.

ചെങ്ങന്നൂർ ക്ഷേത്രത്തിന് അടുത്തു സ്ഥിതിചെയ്യുന്ന പബ്ലിക്ക് ആഫീസിൽനിന്നും വടക്കോട്ടുപോകുന്ന സ്ഥലത്തു് ഒരു കലുങ്ക് ഉണ്ട്. സ്റ്റേറ്റുകോൺഗ്രസ് കാലത്തു് ആ കലുങ്കിലെ മൂന്നു നാലു കല്ലുകൾ ഉടച്ചു കളഞ്ഞു. ആ സന്ദർഭത്തിൽ ഒരു കല്ലെങ്കിലും അവിടെ ഇട്ടേക്കണം എന്നു ഞാൻ പറഞ്ഞതനുസരിച്ചു അവർ ഒരു കല്ലു് അവിടെ ഇട്ടിരുന്നു. അതിൽക്കൂടിയാണ് ആളുകൾ യാത്രചെയ്തുകൊണ്ടിരുന്നതു. പിന്നീടു ഞാൻ മൂന്നു കല്ലുകൾകൂടി അവിടെ കൊണ്ടുപോയി ഇടുവിച്ചു. ഇപ്പോൾ കുഴിച്ചു കാർകൊണ്ടുപോകാം. ആ കലുങ്കു് ഒന്നു നന്നാക്കിച്ചു തരണമെന്നു അപേക്ഷിക്കുന്നു.

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Mr. A. Easwara Pillai (*Kottarakara and Pathanapuram cum Shencottah*): I take this opportunity to thank Government for reconstituting the Irrigation Division. It should be admitted that the present Chief Engineer, when he was in charge of the Irrigation Department was able to do some useful work. But after the amalgamation of the two Departments, some works have been executed in a haphazard manner which did more harm than good to the poor ryots. I know several instances. In one place a dam was constructed at a cost of about Rs. 15,000 for irrigating a field consisting of 200 acres. The condition of this dam is very peculiar. When the ryots require water there will not be any water in it. When they do not require water there will be an overflow. It causes great havoc by flooding the surrounding dry lands and destroying their crops.

Mr. I. C. Chacko: Will the honourable member say where the dam is?

Mr. A. Easwara Pillai: I know many such dams. For the information of the Chief Engineer I will give the name of two. One is the dam at Mylam in the Kottarakara taluk and the other is the Mesukudipara dam near Kottarakara town. I request the Government to take special attention in the selection of the officer who is to take charge of this department. He must be a real expert in Irrigation work. Otherwise there will be no use of spending large sums of money for that purpose. Most of the existing dams are defective in their construction and the result is that they are very detrimental to the poor ryots. In spite of the repeated complaints of the ryots that these works are ineffective and useless the Government are insisting in collecting the water cess also. I draw the special attention of the Government because Government at present have been devoting their entire attention in growing more food in the country. Without giving proper irrigation facilities to the ryots they cannot increase the out-turn of paddy and other food materials. So, this matter should engage the urgent attention of the Government.

In this connection I wish to speak a word about the works done by the P. W. D. Advisory Committee. They spared no pains in understanding or enquiring into the wishes and requirements of the people in the matter of improving means of communication in the country. They have been making specific recommendations to Government for cutting open new roads, canals etc. Even though funds are allotted in the budget year after year, only a few works are undertaken by the Government.

President: I take it that the Chief Engineer explains to the Advisory Committee the difficulty in initiating the works and the reasons for not starting the works recommended by the Committee.

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Mr. I. C. Chacko: Yes, Sir, they are explained at every meeting.

President: Whenever any work recommended by the Advisory Committee cannot be carried out, the reasons for failing to carry out those works may be explained.

Mr. A. Easwara Pillai: When the officers are asked to explain why there is so much delay in carrying out those works, their invariable answer is that it is on account of the failure of surrendering lands to the Government. When the people have done their best in cutting open the roads at their own cost and surrendered the land free of compensation, the P. W. Department would say that the work of surveying the land was not done by the Land Revenue Department. The Land Revenue Department is not very responsible in this matter and when they are asked about it they will say that they have got other important duties to attend to. This sort of lukewarm interest is evidence in the matter of improving the means of communication of the people. At this rate I do not think that any new roads can be opened in the near future. The P. W. Advisory Committee recommended the construction of about a dozen roads in my constituency. But not a single one has yet been taken up for maintenance. People have already constructed the roads at their cost and they are most willing to surrender them to Government without any compensation. Yet, on account of some technical difficulty or other, they are not yet taken up. If something is not done for rectifying this defect, no new road can be constructed.

Mr. T. Krishna Pillai: May I know whether it is not mostly due to the fact that the rules regarding the ryots road were not complied with?

Mr. A. Easwara Pillai: Opening of new roads does not come under Ryots Road rules.

Mr. T. Krishna Pillai: What I meant was, taking them over under Government maintenance.

Mr. A. Easwara Pillai: Most of these roads are constructed on the advice and direction of the P. W. Advisory Committee. Government can conveniently entrust the business of preliminary operations, such as surveying, demarcating etc., to the Survey Department or to the L. R. M. branch of the Land Revenue Department. If their services cannot be spared for this purpose, a special staff must be appointed to do this all important work in an expeditious manner.

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Mr. E. K. Kuriyppe (*Parur, Kunnatnad and Muvattupuzha cum Devicolam*): സർ, ടോംഗേറിനെ സംബന്ധിച്ച് ഇന്നലെയും ഇന്നും ബഹുമാനപ്പെട്ട മെമ്പറന്മാരിൽ ചിലർ ഇവിടെ പ്രസ്താവിക്കുകയുണ്ടായി. അതിനെപ്പറ്റി എനിക്കും രണ്ടു വാക്ക് പറയാൻ ആഗ്രഹമുണ്ട്. കാരണം, ഇതിനെ സംബന്ധിച്ച് ദിവാൻജി അവർകളും ചീഫ് സെക്രട്ടറി അവർകളും ചീഫ് ഇഞ്ചിനീയർ അവർക്കും പ്രസ്താവിച്ചു എങ്കിലും അനുദ്യോഗസ്ഥമെമ്പറന്മാർ ആരും തന്നെ ഒന്നും പറഞ്ഞുകേൾക്കാൻ ഇടയായില്ല. ആയതിനാൽ എന്റെ അനുഭവത്തെപ്പറ്റി രണ്ടുവാക്ക് പറയേണ്ടതു് ഏറ്റവും അത്യാവശ്യമാണെന്നു ഞാൻ കരുതുന്നു. സർ, ഇവിടെ ചില ആളുകൾക്ക്, ആരെങ്കിലും കൃഷിചെയ്യ ആദായം എടുക്കുന്നതിലോ അല്ലെങ്കിൽ കാൺടാക്ടറു് പിടിച്ചു് ആദായം എടുക്കുന്നതിലോ അസൂയ ഉണ്ടായിക്കൊണ്ടിരിക്കുന്നു. എന്നാൽ ഇങ്ങനെ ഉള്ള കാര്യങ്ങളിൽ വെറുതേ ഇരിക്കുന്ന ആളുകൾക്കു ഈ അസൂയ ഉണ്ടാകുന്നതുകൊണ്ടു് ഒരു ഫലവും ഇല്ലെന്നാണു് എനിക്കു പറയുവാനുള്ളതു്. സർ, ടോംഗേറിന്റെ കാര്യമാണെങ്കിൽ ഞാനും ഒരിക്കൽ ഈ ടോം കാൺടാക്ടറു് എടുക്കുന്നതിനായി പോയിരുന്നു. ആ കൂട്ടത്തിൽ ഒരു കാശിനുപോലും സ്വത്തില്ലാത്ത കറെ ആളുകൾ ഡിപ്പാസിറ്റും കെട്ടിവച്ചുകൊണ്ടു ലേലംവിളിക്കേൾക്കാൻ തയാറായി നിൽക്കുന്നുണ്ടായിരുന്നു. എന്നാൽ ഇവർക്ക് ലേലം വിളികേട്ടു ജോലിനടത്തിക്കണം എന്നുള്ള ആഗ്രഹം ഇല്ല. എങ്കിലും ലേലം ക്യാൻസലായിട്ടു് ഉണ്ടെന്നു കാണുമ്പോൾ അവരെ സമീപിച്ചു വേണ്ടിവന്നാൽ അവരെ ഭീഷണിപ്പെടുത്തിയും ഒരു കമ്മീഷൻ അവരിൽനിന്നും അവർ തട്ടിഎടുക്കുന്നു. ഇപ്രകാരം കമ്മീഷൻ കൊടുക്കാൻ സമ്മതമില്ലാതെ ആരെങ്കിലും ലേലം വിളികേട്ടാൽ ഇക്കൂട്ടർ കൂട്ടത്തിൽ കയറി ലേലം വിളികേൾക്കുന്നു. ഉടൻതന്നെ ജോലി നടത്താനുള്ള പണക്കുറവുകൊണ്ടു് അവർ കമ്മീഷൻ വാങ്ങി അന്യനെ ഏൽപ്പിക്കുന്നു. അയാൾക്കും നടത്താൻ ശേഷിയില്ലാത്ത പക്ഷം, വേറൊരാളെ ഏൽപ്പിക്കുന്നു. ഈ വിധത്തിൽ ഒരു ലേലം മൂന്നും നാലും പേരുകാർ കൈമാറുന്നു. ചിലർ ലേലത്തിൽ വിളികേട്ട ഉടനേ ഈ വക സംഗതികൾക്ക് സെക്യൂരിറ്റിപ്പെടാത്തപക്ഷം ബാക്കി സംഖ്യ കെട്ടാതെ ഡിപ്പാസിറ്റും ഉപേക്ഷിച്ചു് കടന്നു കളയുന്നു. ഈ തകരാറുകളുടെ എല്ലാം കാരണം ജോലി നടത്തിക്കാനുള്ള പണം ഇല്ലാത്തതാകുന്നു. ആയതിനാൽ ഗവണ്മെൻറ് ഈ വക കാര്യങ്ങളിൽ ധനശേഷിയും പഴക്കവും ഉള്ള ആളുകൾക്ക് കാൺടാക്ടറു് കൊടുക്കുന്നതു് ചില അവസരങ്ങളിൽ

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ഉത്തമമായിരിക്കും. ഇപ്രകാരമുള്ള കാര്യങ്ങളെ പരിഗണിച്ച് ഗവണ്മെൻറ് കൊടുത്തിട്ടുണ്ടെങ്കിൽ, ബുദ്ധിപൂർവകമായി പ്രവർത്തിച്ച എന്നാണ് എനിക്ക പറയുവാനുള്ളത്.

സർ, വേറൊരുസംഗതി, പുതിയ പുതിയ ഭൂമികൾ കണ്ടുപിടിച്ച് ശരിയാക്കി കൃഷി ചെയ്യിക്കണമെന്ന് ദിവാൻജി അവർകൾതന്നെ പല സന്ദർഭങ്ങളിൽ പ്രസ്താവിക്കയും പ്രസ്തുത വിഷയം എന്നോട് തന്നെ പറയുകയും ചെയ്തിട്ടുണ്ട്. എന്നാൽ അടുത്ത കൊല്ലത്തേ ബഡ്ജറ്റിൽഅതിലേക്ക് റോഡുകൾ വെട്ടുന്നതിന് ഒറ്റപൈസപോലും അനുവദിച്ചുകാണുന്നില്ല. ജനസഞ്ചാരസൌകര്യമില്ലാത്ത സ്ഥലങ്ങളിൽ ഭൂമി പതിച്ച കൊടുത്താൽതന്നെയും റോഡില്ലെങ്കിൽ ഒരു വിശേഷവും ഇല്ല. അതിനാൽ ആഹാരസാധനദുർഭിക്ഷത്തെ ഇല്ലാതാക്കുന്നതിനായി ഗവണ്മെൻറ് കയ്യേറ്റിരിക്കുന്ന നടപടി ഫലവത്താകണമെങ്കിൽ അതനുസരിച്ച് റോഡും മറ്റും വെട്ടിച്ചുകൊടുത്താലല്ലാതെ സാധിക്കയില്ലെന്നു ഞാൻ ശക്തിയായി ഗവണ്മെൻറിനെ ഉൽബോധിപ്പിച്ചുകൊള്ളുന്നു.

Mr. V. Sankara Menon (*Trivandrum and Nedumangad cum Chirayinkil*) : Sir, I have to speak a few words about this Demand. I want to point out to the Government about the neglected condition of certain roads in the Trivandrum town itself. There is a burial ground in a place called Manacaud in this town. I have been expressing the insufficient nature of the roads leading to this burial place. Every year during the last three budget discussions, I had been speaking about the necessity of improving these roads. There is no doubt that all of us will be thinking of a time when we will be either buried or cremated. It is highly necessary that all necessary facilities should be provided for that function, in the cremation ground.

President : Is that a burial ground or a cremation ground ?

Mr. V. Sankara Menon : Little children are also buried there though it is a cremation ground.

President : I know that road and that is why I am asking you.

Mr. V. Sankara Menon : It is a cremation ground. During the monsoon time, nobody can even walk through certain lanes and roads leading to that ground. So it requires improvement.

Then, about the roads to the present High Court buildings. The other day, when I was arguing a case in the temporary District Court in the western extremity, I heard several children bawling out of the open space adjoining the unenclosed compound wall of the building. Nobody can do anything at that time. There is an unenclosed portion bordering upon the actual court room.

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President: The honourable members may know very well that at present we have acquired a lot of ground all around the High Court buildings.

Mr. V. Sankara Menon: I would suggest that some temporary improvements may be made just at that site so that no inconvenience is caused to the work of the courts. A temporary enclosure can be put up at that place so as to prevent this nuisance on the part of the neighbouring people. Next I may point out the necessity for further effective control over the boat services in the State. I happened to travel some time back in the boat service from Kottayam to Quilon. Ever since the sad demise of the late lamented Sri Kumaran Asan, I had determined not to travel if possible by boat. Unfortunately I had to travel by boat to Quilon from Kottayam for want of other means of transport service.

Mr. Kochikal P. Balakrishnan Lampi: Is it unfortunate for Kottayam or—

Mr. V. Sankara Menon: I do not understand the significance of the question. When I reached Kottayam it was rather late. I had to attend a function at Trivandrum in the early morning next day and I thought of reaching Quilon by boat from where I can get the train and reach Trivandrum in time. That was the idea. On that day I happened to get into the boat. There were two boats to Quilon, of which one went suddenly out of service. The passengers from that boat and those intended for this boat had to get into this particular boat. I also got in. I was not even able to get a proper stepping place in the boat, for there was so much crowd. The boat left a stormy land and the stormy sea was before it as it was the monsoon season. In the first place, lights in the boat suddenly died out. There was a petromax light and it also went out. It seems the boat had travelled about 10 to 12 miles when one of the engines stopped work. There were two engines in the boat and with one engine working the boat travelled gradually for some more miles and then that also ceased to work. There was no light. The boat was crowded with more than the usual number, most of whom were females and children. One of the persons engaged in the conduct of the boat suddenly cried out that he did not know the whereabouts of the boat and an actual uproar went on from one end of the boat to the other. I was praying, for, that was the only thing I could do at that time. After starvation and misery, we reached Quilon at 8 p. m. next day. The difficulty was this. There was only a slight mistake and if there had been a blacksmith in the boat, the disorder could have been rectified. A blacksmith who knows the rudiments of working of engines could have repaired the defect and that alone was required.

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President: The trouble is there was the absence of light.

Mr. V. Sankara Menon: So, when it was day time, they found out the slight mistake which could have been repaired by a blacksmith. I mentioned this incident to the Chief Engineer and after six months I was given an endorsement to the effect that that boat had been condemned. My submission is, this is a very precarious thing, this travelling especially by night in unserviceable boats.

Mr. K. K. Kuruvilla (*Mavelikara and Thiruvella cum Pathanamthitta*): What about the bus service from Kottayam? Has the honourable member anything to say about that?

Mr. V. Sankara Menon: I am speaking about the water ways. I would strongly suggest that stricter control should always be effected over the boat services in the State.

Finally a word about the poor condition of the men on P. W. D. work establishment. It seems their lot is a miserable one. They are neither in the permanent service nor are they day labourers. There are maistries, clerks and other responsible persons. It seems they have no position in the service. Their lot should be improved. With these words, I support the Demand.

Mr. T. Krishna Pillai: Sir, to a question regarding the renovation of the A. V. M. Canal it was answered this morning by the Chief Engineer that it is under the consideration of Government and that for investigation purposes, a sum of 1,000 rupees has been allotted. In this connection there is no gainsaying the fact that we must try to do all that we can to improve the inland water communications. The importance of inland water communication has been appreciated already by Government and the importance of that is all the more realised now, since the commencement of the war. With regard to the A. V. M. Canal, I know that investigations on a large scale were already conducted by many engineers in the past and voluminous reports have been submitted. To me, it seems, the only difficulty is, that, certain portions of land were registered away to private individuals from Pattanam to two or three miles this side. Those portions will have to be reclaimed. Even as it is boat traffic is what we are having from Pattanam to Poovar and Thiruvallam to Chakkay. Poovar could be connected to Thiruvallam, either by construction of a tunnel or by opening a canal. That is the only difficulty which exists at present. I wish that the usual dilatoriness of Government will not delay the decision of this most useful and important work.

Now a word regarding Irrigation works particularly to the manner in which such works are carried out. Speaking about this I must refer to the contractors.

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[Mr. T. Krishna Pillai.]

By contractors I do not mean the toll contractors of whom much was talked about here some while ago. As to the toll contractor I do not mind whether he is a Chettiyar or Reddiyar or a native of Peru or Timbuctoo and pays the amount regularly. So long as he bids for the highest amount I would only congratulate the Chief Engineer. Regarding the much talked bid of this year, I would go to the extent of saying that even after the receipt of that letter from that Mr. Aiyar, if the Chief Engineer gave a second option to Mr. Chettiyar and thereby got a few more lakhs, I would only be glad and would unhesitatingly congratulate the Chief Engineer.

President: That would not be a fair procedure.

Mr. T. Krishna Pillai: I want to speak about a different set of contractors—the P. W. D. irrigation contractors. The irrigation works should be given to the contractors of the particular locality.

President: That is the usual rule, is it not?

Mr. I. C. Chacko: But no local people are coming forward.

President: I have been for some time suggesting, and it is a matter on which the honourable members of this House might do a good deal in connection with their colleagues of the other House, to bring about a desirable state of affairs. I hold the view very strongly that so far as Government are concerned, they would engage a local contractor if he is available. If some professional men say retired Engineers belonging to a particular locality, form a syndicate or something of the kind, Government would only be too ready to give the contracts to such an organisation as that would be assisted by scientific skill also. Such steps have been taken in other places, notably in the Punjab. In the Punjab in connection with the subsidiary channels to the great Indus scheme, the Chenab, the Jhelum and other schemes all these contracts are taken by Engineers. They tender for the contracts and the Department gives the contracts to them. That works very successfully in the Punjab. If that system is adopted here, that would give work to a large number of people and do away with the present system which is deleterious in several ways. If a retired Asst. Engineer or some body competent, backed by a fairly sound financial man takes up the contract, it would be very much to the advantage of the Department to give the local contracts to them.

Mr. T. Krishna Pillai: Unfortunately what happens here is—without meaning any discouragement or derision to any particular officer—that there are a host of P. W. D. parasites and—

President: There are parasites in every organisation.

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Mr. T. Krishna Pillai: Because of the official patronage of a particular Executive Engineer, contracts go to a particular contractor. What I say is, irrigation works should not be entrusted to such contractors. Every facility should be given to local people to take up these irrigation contracts and every possible assistance and concessions should be extended to them. Local men are not coming forward because of the lack of sufficient encouragement and clemency from the officers concerned.

Another matter I would bring to the notice of the Chief Engineer is about the dam at Aruvikarai. Sir, the investigation work was begun in earnest. A sum of Rs. 5,000 was sanctioned in 1118 for the investigation. A special staff was appointed and they did work for about six months. All on a sudden the enthusiasm and energy of the officer waned and the investigation had to be stopped suddenly. On enquiry I was given to understand, that the Chief Engineer prevailed upon the Investigation Officer to submit a report almost within the twinkling of an eye and a report was submitted, which stated that an amount nearing a crore of rupees was necessary for the completion of the dam. Because of the prohibitive cost of this scheme it was put off temporarily. One plea that is advanced by the Chief Engineer for dropping it is the difficulty to get materials. I would submit that the major portion of the work consists of earthwork. That would take a long time before the work requiring such materials is taken up. Investigation must be started with earnestness and the work must be completed. We are faced with the biggest problem of production of rice, and thousands of acres can be converted into paddy fields if this work is completed. I strongly urge that the investigation work be taken up.

Mr. K. K. Kuruvilla: Sir, I have not got very much to say on this subject. I want just to make a few statements based on the Administration Report of the Department. At page 14, it has been mentioned that the total grant and outlay was Rs. 38 lakhs while the actual amount spent was Rs. 37 lakhs. Evidently the Chief Engineer has saved for the Government about a lakh of rupees. I have often called the attention of the Government to stop this practice. At page 20, the Chief Engineer gives the reasons for the saving. He says that under "Miscellaneous public works" an amount of Rs. 10,000 for sinking wells could not be spent due to the differences between the members of the Standing Committee which was asked to give the programme of works to be taken up during the year. I understand that this Standing Committee consists of Government servants. If a few men who are entrusted with this responsibility cannot agree on a very important matter like the sinking of wells, I do not know how things could go

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[Mr. K. K. Kuruvilla.]

forward. What I would suggest is that when a Standing Committee consisting of men of such standing and education would not allow a work to be taken up, the Chief Engineer should be given the authority to go forward and apply for the sanction of Government. There is a good deal of delay in these matters because I think one man cannot be given the responsibility to decide when differences occur. If therefore Government would consider the question and ask the Chief Engineer to act where there are great differences of opinion, a good deal of delay can be avoided. In this case the delay is not due to obstruction of an uneducated committee but to the obstruction of educated officers. If two or three men of the locality would join together and make protest and send anonymous letters and complaints, the whole thing will be stopped. I know several cases in Central Travancore where the Department could not proceed because this system is going on. A man may have some self interest in a particular area. He submits an anonymous petition or gathers together some friends and makes a protest. The Chief Engineer cannot proceed further. I hope that some arrangements will be made to carry on the work in spite of unnecessary obstruction.

Another point I want to mention is about canals. This is referred to at page 32 of the report. I have often referred to the Thottapally stillway which is a very important work in connection with agriculture. A provision of Rs. 2,000 is made for this purpose. I do not know what the Chief Engineer can do with this provision for a work like that which may require three to four lakhs of rupees. There are a number of other small works in Central Travancore, notably, the Kuttapuzha canal, and the road that goes from Tiruvella to Eraviperoor. There are a number of other roads. The people of the locality think because the Chief Engineer knows the place very well, they need not make any representation. We have known that it is not so. The Chief Engineer is a man common for the whole State. Therefore all matters should be brought to his notice and the notice of the Department. I have given him a long list of the important requirements of Central Travancore. I hope that because I have not mentioned these names here, he will not discard the list which I have given him personally.

Mr. K. M. Kesavan (*Kartigapally and Ambalapuzha* cum *Shertalla*): Sir, I am glad that a separate Irrigation division has been formed and provision has been made for the construction of a stillway in Thottapally. In connection with the formation of a separate Irrigation Section, I had time and again drawn the attention of the Government to the necessity of constructing a tidal

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bund at Pathiyoor. For want of that, the lands over an area of 2,000 acres are filled with salt water. That is a very urgent matter and I would draw the attention of the member concerned for the construction of that lock as early as possible.

Sir, there is another matter which the honourable members here have not adverted to and that is the difficulty in which the Department finds itself beset with. I refer to the difficulty of providing foodgrains for the workers of the P. W. Department. Whenever an offer is made and a contractor submits his tenders and the work is given to him, he goes to the Chief Engineer and says, "kindly pay part of it in foodgrains and part in money". We cannot make coolies work without giving them sufficient food. It is not enough if they are supplied with grain but its price should be such as to be within reach of the coolies to purchase it.

Rajyasevapravina G. Parameswaran Pillai: Sir, as a matter of fact a very liberal allotment has been made for the use of workmen who are attending to essential public works.

Mr. K. M. Kesavan: I thank the Government for the same.

Then, another difficulty is that when an estimate is sanctioned by Government for certain works, by the time the estimate is sanctioned the rate changes owing to fluctuation of prices. Articles like cement, iron railings etc., are essential for works in the Public Works Department. The prices of these articles are changing day after day. So the Government will have to give sufficient freedom, sufficient elasticity to supplementary demands, for the completion of the works. The Chief Engineer has been complaining about that. Whatever the works that are necessary, the estimates may be submitted subject to fluctuation of rates in the market. Then complaints were raised here by my honourable friend Mr. Kuriyppe that not even a small road has been constructed to help food production drive. In reply to an interpellation by me it was stated that no requisition was received for the construction of such reads.

Mr. T. Krishna Pillai: May I know whether roads are necessary or foot-paths will serve the purpose?

Mr. K. M. Kesavan: Wherever foot-paths will be sufficient for the purpose they may be constructed.

Then, I come to the question regarding the completion of the Shertala-Alleppey canal. This is a canal about 18 miles in length. The work for a distance of 8 miles was done and this was done about 10 or 12 years ago. The sides of the constructed portion of the canal are slowly slipping down for want of proper maintenance.

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[Mr. K. M. Kesavan.]

In these days of scarcity of petrol and difficulty on account of the purchase of fresh chassis, I think we will have to fall back upon water communication and if this canal can be completed, it will serve a very useful purpose. When there is increased goods traffic, no motor communication will be as cheap as or easy as water communication. So, I draw the attention of the Government to restart this work and to complete this canal in Shertalla as early as possible.

Mr. I. C. Chacko: Sir, there seems to be an impression that large sums of money have been allotted for this department and at the end of the year the major portion of it is surrendered.

President: The honourable member will speak up.

Mr. I. C. Chacko: The finally adjusted figures for 1117 are given in the Audit Report and Appropriation account for 1117 on pages 73 to 84. There the items of expenditure are classified under proper heads and final figures are given. It could be seen from there that the final grant for ordinary public works including buildings, communications etc., was Rs. 24,73,121 and the expenditure was Rs. 24,58,332 leaving a balance of Rs. 14,789. Under Protective irrigation the expenditure was Rs. 1,92,450. Out of the total grant of Rs. 52,52,419 for 1117, the amount that was left unspent at the end of the year was only Rs. 4,53,391. This surrender of Rs. 4½ lakhs was on capital works mainly on water supply schemes. The surrender of this amount was due to the difficulty to get machinery and other foreign materials required for the work. But a question may be asked why the provision was made in that case. We have already placed orders with different firms and we have received intimation that they have been despatched in some cases. We do not know when they will arrive here. All on a sudden, we may get intimation regarding their arrival from Cochin. Immediately we have to take charge of them and pay for them. Therefore provision had to be made. The remarks of the Financial Secretary regarding the administration of grant is worthy of note. The net savings worked up to 8·6 per cent of the final grant as against 20·09 in 1115 and 18·3 in 1116, so that the position is really improving in spite of the various difficulties we have to contend against. We are now passing through a time when we have the most serious shortage of goods and services, including iron, steel, machinery, skilled and un-skilled labour and transport services. These shortages grow out of war and they cannot be wholly remedied so long as the war lasts. The situation is aggravated by the scarcity of food materials. But in spite of all these adverse conditions the department is endeavouring its utmost and it is expected that a considerable portion of the grant will be spent before the close of the year.

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Yesterday, reference was made about the slow progress of the work of the Nagampadom bridge and that in the budget it is shown that a large amount has been spent in 1118. The estimated cost of the work is over a lakh of rupees and more than Rs. 80,000 is for iron materials. We have been able to secure almost all the iron materials except 400 to 500 feet of cast iron piles. Already we have spent more than 40 to 50 thousand rupees on the purchase of materials and labour during this year. As soon as we can get more iron scrap, we will be able to finish the moulding of the remaining length of the piles and proceed with the work. It is expected that in the usual course, the work will be completed next year.

Reference was also made about the road from Kelapuram to Pooyapally. The road is about 7½ miles and the cost was estimated at Rs. 57,000. It passes through somewhat broken country and the road is difficult to make. It was finally decided that if the ryots come forward and surrender the land and do the earthwork which is only a small portion of the total cost, the Government will take over the road and carry out the masonry and other remaining work. The Advisory Committee has not included this as one of the urgent works and therefore provision has not been made in the budget. With regard to the canal bank road in Quilon Town, there is a five-year programme for completing the work, but the major portion of the work consists of reinforced concrete work for which it is difficult to get iron rods. Even the allotment of Rs. 5,000 we found difficult to spend this year owing to the shortage of iron materials.

Mr. P. N. Nilakanta Pillai: Does the member think that temporary arrangements could be made?

Mr. I. C. Chacko: Temporary arrangements are already made.

Mention was made regarding the work establishment maistries. All these people are granted dearness allowance and they have been getting it for the past 6 or 7 months.

Mr. V. Sankara Menon: Is there any security of service?

Mr. I. C. Chacko: That is also under consideration of Government. Regarding irrigation works even as early as 1935 Government passed an order that if any of the local people are prepared to come forward and take up the small irrigation works Government will be prepared to entrust contract to them at the estimated rates. After the work is completed the Government will pay the half contribution, instead of the ryots having to pay half contribution to the Government. Unfortunately, very few people

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[Mr. I. C. Chacko.]

have taken advantage of it. I would invite the attention of the honourable members to see that local organisations are formed and if they come forward to take up the work in time, Government will be prepared to render every assistance.

Regarding the Aruvikara investigations, it is not a fact that the work is completely dropped. The only thing is we are not quite sure of the summer discharge of the river and, therefore, gauge readings have to be taken for a number of years to find out the actual discharge during the dry months of the year. Then only can we launch on a scheme of such magnitude.

Then, Sir, with regard to this A. V. M. canal, the portion from Poovar up to Vallyar in the South is about 22½ miles and the estimated expenditure is Rs. 4½ lakhs, according to the original rates. Already the Revenue Department has been addressed to remove the encroachments wherever they exist. The detailed estimate has not been prepared till now ; the provision in the budget is for preparing the detailed estimate. The portion between Poovar and Thiruvallam has to be investigated properly. Either a tunnel has to be excavated or the Karamana river has to be canalised and improved.

Mr. E. K. Kuriyppe : ഫുഡ് പ്രൊഡക്ഷന്റെ ആവശ്യത്തിനവേണ്ടി പുതിയ റോഡുകൾ വെട്ടുന്നതിന് ഡിപ്പാർട്ടുമെന്റിൽനിന്നും എന്തെല്ലാം ചെയ്തിട്ടുണ്ടെന്നു പ്രസ്താവിക്കുമോ ?

Mr. I. C. Chacko: പുതിയ റോഡുകൾ വെട്ടുന്നതിന് ഇതേവരെ അപേക്ഷകളൊന്നും കിട്ടീട്ടില്ല.

Mr. E. K. Kuriyppe : അപേക്ഷകൾ ഉണ്ടെങ്കിൽമാത്രമേ എതുയും അത്യാവശ്യമായ സന്ദർഭത്തിൽ അതിനെപ്പറ്റി ആലോചിക്കയുള്ളോ ?

Mr. I. C. Chacko : അഡൈ്വസറി ബോർഡ് മെമ്പറന്മാർ ഈ അടുത്തകാലത്തു രാജ്യത്തിന്റെ നാനാഭാഗങ്ങളിലും പുറപ്പെ സഞ്ചരിച്ചിട്ടുണ്ട്. അവരും ഇതിലേക്ക് ആവശ്യപ്പെട്ടിട്ടില്ല.

Mr. E. K. Kuriyppe: ഒരു പുതിയ റോഡു വെട്ടിക്കുന്നതിലേക്കായി ഞാൻതന്നെ ഒരപേക്ഷ ഗവണ്മെന്റിലേക്കു കൊടുത്തിട്ടുണ്ട്.

Mr. I. C. Chacko : അതെ. കാന്തല്ലൂർ-വട്ടവട റോഡിലേക്കായി രണ്ടു മാസത്തിനുമുമ്പു് ഒരപേക്ഷ കിട്ടീട്ടുണ്ട്. അതിലേക്ക് എസ്റ്റിമേറു തയ്യാറാക്കിക്കൊണ്ടിരിക്കയാണു്.

Mr. Kochikal P. Balakrishnan Tampi: May I know from the Chief Engineer whether the roads are constructed with reference merely to the Government of India survey map or with reference to the local needs of the people ?

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Mr. I. C. Chacko: The honourable member is well aware of the fact that the department is now taking up only the roads recommended by the Advisory Committee, of which the Honourable Member himself is a member, in the order in which they recommend to Government.

The question that Government be granted a sum of Rs. 55,03,560 under Demand No. VII - Public Works Department, was put to vote and carried.

The grant was made.

DEMAND No. VIII—ELECTRICITY AND TELEPHONE.

Rajyasevapravina K. P. Padmanabha Menon (*Electrical Engineer to Government*) : I move for a grant of Rs. 55,99,914 under Demand No. VIII—Electricity and Telephone.

Mr. N. Krishna Aiyar (*Vaikam, Kottayam and Changanachery* cum *Peermade*) : I have great pleasure to acknowledge the usefulness of the telephone service and to urge the necessity for further improving it. It was stated by the honourable member, Mr. Menon yesterday, that the electric charges of Kuttanad area are running into arrears, and that he finds it difficult to collect the same. I am afraid that there must be something wrong in the system of collection. Otherwise, there cannot be any arrears especially in view of the fact that the electric charges are, I believe, made a charge on the produce itself. I would suggest that, in order to avoid accumulation of arrears at least in future, the Government or the Department would see that at least 25 per cent.—

Rajyasevapravina K. P. Padmanabha Menon: May I point out to the honourable member that the difficulties in collecting arrears in that area relate only to respective seasons of the year?

Mr. N. Krishna Aiyar: I am just coming to that. The arrears accumulating could be avoided if the Department could see that at least 25 per cent or even a larger percentage of the estimated charges are collected in advance as a kind of deposit before the actual operations commence.

Rajyasevapravina K. P. Padmanabha Menon: Is the honourable member aware that all the cultivators are applying to Government for waiving advances?

Mr. N. Krishna Aiyar: It is a weakness on the part of Government to allow such arrears to accumulate, because, as a matter of fact, I know that even private contractors who take up contracts for pumping with the engines insist on the payment of an advance at the time of entering into the agreement. At any rate, it will be useful and helpful to insist upon a fair portion of the

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